WHAT HED DO.

matter-of-fact poetical genius says: - "I theard a moonstruck chap the other day is that he loved a certain young lady enough to die for her." Now, I love hebody very much, and—

"I'd swear for her-I'd tear for her, The Lord knows what I'd bear for her: I'd lie for her. I'd sigh for her.

I'd drink Big Muddy dry for her. "I'd fight for her-I'd bite for her, I'd walk the streets all night for her:

I'd plead for her, I'd bleed for her, I'd go without any 'feed' for her. "I'd shoot for her-

I'd boot for her A rival come to 'suit' for her; I'd kneel for her, I'd steal for her.

Such is the love I feel for her. "I'd slide for her-I'd ride for her. d swim 'gainst wind and tide for her;

I'd try for her, I'd cry for her, But-hang me if I'd die for her! B.—Or any other woman.

-CATCHERS. - There are professional ders of vermin who contract by the the from hotels, restaurants, etc. Some ets of small deer also furnish live rats in numbers, within twenty-four hours order, for the exhibitions of dog pits. do not keep the rats on hand, but catch as required. It is generally believed, s perhaps true, that they use some bait ractive scent in trapping the vermin. is not, however, the explanation as the heard it from the lips of one of the

skilled in this vocation. never use bait or drugs. I have studied animal." Here he drew himself up in onsciousness of superior knowledge, and ceded with a lofty air. "No man that rstands the rat needs such things; nor ancy rat-traps of any account. Look at s nest! It is hid behind a wall. It is a chimney or a heat-flue so that it is mm. It is lined with soft stuff-rags,

lim, torn paper. Would you catch rats? a nest for them. Use a box having a g door to a small aperture. Put rags in ox, or sawdust, or both, and leave it in armest part of a room that the rats fret, covered with an old carpet, the aperleft open. No one must disturb the the longer things are thus left the There will be a time when you can in quietly, drop the sliding door, and off the box under your arm with every side that was in the building.

t what hour of the day or night do you the rats in?" we inquired. on would not ask the question if you studied the rat," was the somewhat ve reply.—Harper's Magazine.

ST UNDER THE MICROSCOPE.—Among mens of dust from various localities we have recently examined under the scope, one was procured at the Spring-Armory. With a Tolles 1-inch objecthe impalpable dust appeared to be commostly of fragments of iron and steel, nder the power of a 1-5, the dust was to be made up of particles of emery, as of various kinds of metals. This came the polishing wheels used in the works, fragments, too small to be distinguished he naked eye, and floating about rooms occupied by the workmen, have cutting edges and jagged points, nl to look at under a high magnifying We presume that few, if any, find av far inte the respiratory organs, as arriers which nature has interposed almost complete protection against from this source. If it were otherany of our industrial pursuits would

be abandoned, as they would be fatal The dust from shoe factories affords that is interesting to study. The fragare from all organized substances, ally from leather. The filaments are and convoluted in a curious manner, me of them appear like snakes and

The air in shoe factories is conloaded with these infinitesimal parti-Boston Journal of Chemistry.

EHYPERION

HAIR CURLERS.

HAIR OURLERS.

DISPENSABLE ARTICLE FOR THE LADIES

ublic. It is easily operated, neat in appearance not injure the bair, as there is no heat required,

factured only, and for sale whelesale and retail, by

No. 63 North FRONT Street, Philadelphia.

t all Dry ods, Trimming and Notion Stores.

STON & MCMAHON, MIPPING AND COMMISSION MERCHANTS, No. 2 OOENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT Street, Baltimore, re-prepared to ship every description of Freight to slphia, New York, Wilmington, and intermediate with promptness and despatch. Canal Boats and tags furnished at the shortest notice.

The most durable green will not fade, is brighter Color costs less than any other because it will hain't lince as much surface Isround pure only by the manufacturers Dold by all haint dealers. office 122 N. Him St.

REAL ESTATE AT AUOTION. TRUSTEES SALE ESTATE

OF THE FREEDOM IRON AND STEEL COMPANY. The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STERL COMPANY, which bears date February 1, 1887,

creditors, given under the provisions of the said mortgage, for default of payment of interest, Will sell at public saie, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

under and pursuant to a request and notice of

M. THOMAS & SONS, Auctioneers. All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:-

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit :--

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, caststeel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Millin county, containing 91 acres of land, and 20 dwelling houses and stables, Also, the property known as the Week's Saw Mill,

in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Midlin county.

Also, about 17,400 acres of unseated lands, in Midlin county. Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Millin county, at a

royalty of 25 cents per ton. Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, :7 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of

every description, railroad and ore cars. Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 687 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to \$500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:-

\$2000 in cash, to be paid when the property is struck off. The balance te be paid in cash upon the execution of the deed to the purchase

The Trustees will also seil at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz. :-

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:-Beginning at stone in road, thence by land of John

D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44% degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46% degrees west 102 1-10 perches, to stone; thence south 44% degrees east, 190 6-10 perches, to the place of beginning-containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44% deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45% deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42% deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 461/2 deg. east, 81 1-10 perches, to the place of beginning-containing thirty-three acres and one hundred and twelve perches, net mea-

The same being subject to mortgage given to secure bonds, amounting to \$11,738-34, upon \$3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1,

Also, the property known as the Williams farm, as follows:-

All that certain tract of land situate in Derry township, Millin county, Pa., bounded and described

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 93% perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigier, south 57 degrees west, 169 perckes to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98% perches, to a post; thence by land of Philip Martz, north 70% degrees east, 89% perches, to the place of beginning-containing one hundred and seven acres and twenty-nine perches of land, and allowance. This property is charged with a mortgage, given

to secure bonds for \$1250, with interest at 6 per cent. per annum, from November 8, 1868. Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for \$1000, bearing interest at the rate of 6 per cent. per annum from July 28,

The terms of sale of the last three described Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be

paid in cash upon the execution of the conveyance JAMES T. YOUNG,
ENOUH LEWIS,
Trustees. M. THOMAS & SONS,

FIRE AND BURGLAR PROOF SAFE

Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF SAFE STORE,

No. 53 SOUTH FOURTH STREET,

besnut et., Philade.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Capadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following MORNING ACCOMMODATION.

At. 7-30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at #35 P. M.: arrives in Philadelphia at 9-25 P.M. MORNING EXPRESS.

At 5-10 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carilsle, Chamersburg, Hagersburg, 1988.

falo, Wilkesbarre, Pittston, York, Carlisle, Chamcersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with
East Pennsylvania Railroad trains for Alientown,
etc., and the 8:15 A. M. train connects with the
Lebaren Valley train for Harrisburg, etc.; at
PORT CLINTON with Catawissa Railroad trains
for Williamoport, Lock Haven, Elmira; etc.; at
HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains
for Northumberland, Williamsport, York, Cham
bersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.
AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6.25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M. READING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 540 A. M. and 4.20 P. M., and Reading at 7 30 A. M. and 6.35 P. M., stopping at all way stations; arrive in Philadelphia at 10.20 A. M. and 9.26 P. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:56 P. M., and at Pottsville at

Morning Express trains for Philadelphia leave Morning Express trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2-50 P. M., and Pottsville at 2-50 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 6 35 P. M., arriving in Philadelphia at 9 25 P. M.

9.26 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 12.30 noon, for Reading and all way stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. cepted.
Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 3-16 P. M. Leave Philadelphia
for Reading at 8 A. M.; returning from Reading at
4-25 P. M. These trains connect both ways with

Sunday trains on Perkiomen and Colebrookdale CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:16 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12:46 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 6:00 P. M., passing Reading at 1:45 and 10:06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc.

Keturning Express train leaves Harrisburg on
Keturning Express from Pittsburg at

Arrival of Pennsylvania Express from Pittsburg at 5-25 A. M. and 8-50 A. M., passing Reading at 7-23 A. M. and 10-40 A. M., arriving at New York 12-65 noon and 3-50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 8:50 P. M., returning from Tamaqua at 8:35 A. SCHUYLKILL AND SUSQUEHANNA RAIL-

Trains leave Auburn at 8.55 A. M. for Pinegrove and Harrisburg, and at 12.05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3.40 P. M., from Brookside at 3.45 P. M., and from Tremout at 6.25 A. M. and 5.05 P. M.
TICKETS.
Through first-class tickets and emigrant tickets

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms. MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$47.00 each, for families and

SEASON TICKETS.—For one, two, three, six, pine, or twelve months, for holders only, to all points, at reduced rates.

OLERGYMEN residing on the line of the road will be furnished with cards entitling themselves EXCURSION TICKE'IS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced lares, to be had only at the Ticket Office, at Thirteenth and Callowhill

FREIGHT,-Goods of all descriptions forwarded FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

HAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

WEST CHESTER AND PHILADELPHIA RAIL-On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:—
FROM PHILADELPHIA.
645 A.M., for B. C. Junction, stops at all stations.
7-15 A.M., for West Chester, stops at all stations

west of Media (except Greenwood), connecting as B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. 9:40 A. M. for West Chester stops at all stations. 11:50 A. M. for B. C. Junction stops at all stations. 2.30 P. M. for West chester stops at all stations. 4.15 P. M. for B. C. Junction stops at all stations.

445 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 5-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6-55 P. M. for West Chester stops at all stations. 11-20 P. M. for West Chester stops at all stations. FOR PHILADELPHIA. 6-25 A. M. from B. C. Junction stops at all stations. 6-30 A. M. from West Chester stops at all stations. 7-40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C.

R. R. R.

8-15 A. M. from B. C. Junction stops at all stations.

10-00 A. M. from West Chester stops at all stations.

10-50 P. M. from B. C. Junction stops at all stations.

10-55 P. M. from West Chester stops at all stations.

10-55 P. M. from West Chester stops at all stations.

10-56 P. M. from West Chester stops at all stations.

10-56 P. M. from West Chester stops at all stations.

10-56 P. M. from West Chester stops at all stations.

10-56 P. M. from B. C. Junction with P. & B. C. R. R.

10-56 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

10-56 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

10-56 P. M. from West Chester stops at all stations.

10-56 P. M. from West Chester stops at all stations.

10-56 P. M. from West Chester stops at all stations.

10-57 P. M. from West Chester stops at all stations.

10-58 P. M. from West Chester stops at all stations.

10-59 P. M. from West Chester stops at all stations.

10-59 P. M. from West Chester stops at all stations.

10-50 P. M. from West Chester stops at all stations.

10-50 P. M. from West Chester stops at all stations.

10-50 P. M. from West Chester stops at all stations.

10-50 P. M. from West Chester stops at all stations.

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10-50 P. M. from West Chester stops at all stations.

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

to New York and Way Places.

PROM WALNUT STREET WHARF.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations, At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco. and Riverton.

At 6:39 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyre. and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 5, 8, and 11:30 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street

Ferry (upper side).

At 7-30 A. M., 2-30, 3-30, and 5, P. M. for Trenton and Bristol, and at 10-45 A. M. and 6 P. M. for Bristol. At 7:80 A. M., 2:30, and 5 P. M. for Morrisville At 7:30 A. M., 2:36, and 6 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT. YROM WEST PHILADELPHIA DEPOT,
Via Connecting Raliroad.
At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New
York Express Lines, and at 11:30 P. M., Emigran
Line, via Jersey City.
At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for
Trenton and Bristol.
At 12 P. M., pagett for Morrisgilla, Tallytown At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted.
Sunday Lines leave at 9:30 A. M., 6 46 P. M., and
12 night.

BELVIDERE DELAWARE RAILROADILINES. BELVIDERE DELAWARE RAILEOAD LINES, FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate

At 5 P. M. for Lambertville and intermediate Stations.

CAMLEN AND BURLINGTON COUNTY AND RAIL PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

FROM MARKET STREET PERRY (UPPER SIDE),
The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.
At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M.,
and on Thursday and Saturday nights at 11:30 P.
M. for Merchantsville, Moorestown, Hartford,
Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and
Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 8 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3:39 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street
and Washington avenue, as follows:—
Was Wall Train at \$20.4 M (Syndays averaged) Way Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Ferryville, and Havre-de-Grace. Conmeets at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for
Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestowb, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Sten-mer's Run.

and Stehmer's Run.

Night Express at 11:30 P. M. (Pally), for Baltimore and Washington, stopping at Chester, Linwood, Claynont, Wilmington, Newark, Elkton, North East, Perryylle, Havre-de-Grade, Perryships and Magnetia. man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11-46 A. M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, ant 7:00 P. M. The 6:00 P. M. train connects with Delaware kailroad for Harrington and intermediate Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00,

and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fniladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-From Baltimore to Philadelphia .- Leave Balti-

more 7.25 A. M., Way Mail; 9.00 A. M., Express; 2.25 P. M., Express; 7.25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE. SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7.25 P. M., stopping at Magnolia, Perrynan's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 90 A. M.; returning, left West Grove at 3 55 P. M.
Through tickets to all points West, South, and

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
EETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH. An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route, THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF CARS

NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:-LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6-45 A. M. Accommodation and 4 30 P. M. Ex-LEAVE PHILADELPHIA

LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSET TT STEAMSHIL COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will be former with unequalled accommodations, and will be former with unequalled accommodations. make the connection between New York and Sandy

Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America. Fare between Philadelphia and New York......\$3.99 "Long Branch......\$3.99 "Long Branch......\$750 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Gaudes."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF BOURS. On and after MONDAY, April 4, 1870, trains will LEAVE PHILADELPHIA, from depot of P., & B. R. R. Company, corner Broad street and Wash-

For PORT DEPOSIT at 7 A. M. and 4 30 P. M. For OXFORD, at 7 A. M., 4 30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. at 7 A. M., 10 A. M., 2-30 P. M., 4-30 P. M., and TP. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4-30 P.
M., leaving Oxford at 6-65 A. M., and leaving Port
Deposit at 9-25 A. M., connect at Chadd's Ford Junetion with WILMINGTON & READING R. R. 42

RAILROAD LINES!

DENNEYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Deposit

Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train TRAINS LEAVE DEPOT. Mail Train
Paoli Accommodation, 10 A. M. & 12 50 and 7 10 P. M.
Fast Line
Erie Express
11 '00 A. M.
Harrisburg Accommodation
Lancaster Lan

Way Passenger 11:30 P. M.
Eric Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8
o'clock. Pittsburg Express, leaving on Saturday
night, runs only to Harrisburg.
Uncinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 8 P. M. at No. 116 Market street

Market street.
Sunday Train No. 1 leaves Philadelphia at 8:49
A. M.; arrives at Paoli at 9:40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.;
arrives at Philadelphia at 8:10 A. M. Sunday
Train No. 2 leaves Paoli at 4:50 P. M.; arrives at
Philadelphia at 6:10 P. M.

TRAING ARRIVE AT DEFOT.

Philadelphia at 6-10 P. M.

TRAINS ARRIVE AT DEFOT.

Cincinnati Express 8 10 A. M.
Philadelphia Express 6-30 A. M.
Erie Mail 6-30 A. M.
Parkesburg Train 9-00 A. M.
Parkesburg Train 9-00 A. M.
Fast Line and Buffalo Express 9-35 A. M.
Landaster Train 11-55 A. M.
Erie Express 5-40 P. M.
Lock Haven and Eimita Express 9-40 P. M.
Pacific Express 12-20 P. M.
Harrisburg Accommodation 9-40 P. M. Lock Haven and Eimira Express
Pacific Express
. 12-20 P. M.
Harrisburg Accommodation
For turther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Raiiroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.

CASSATT.

A. J. CASSATT, General Superintendent, Altoons, Pa.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTHRIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT,
Takes effect May 16, 1870.

Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-7.00 A. M. (Accommodation) for Fort Washing-

ton.
At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazieton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland. Chicago, San Francisco, and all points in the Great West.

8 26 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Kailroads.

Railreads.
11 A. M. (Accommodation) for Fort Was hington
11b, 330, and 520 P. M., for Abington.
146 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Yilkesbarre, Pittston, and Hazleton.
230 P. M. (Accommodation) for Doylestown.
At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. Mauch Chunk 5-00 P. M. (Mail) for Doylestown. 5-00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8.00 and 11.80 P. M. (Accommodation) for Fort The Fith and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and

Lansdale at 7'80 A. M. ort Washington at 9 20 and 11 20 A. M., 3 10 and Abington at 2.35, 4.55, and 6.45 P. M. UN SUNDAYS. Philadelphia for Betalehem at 9.30 A. M. Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M.

Doylestown at 8:25 A. M., 4:40 and 7:05 P. M.

Doylestown for Philadelphia at 6.30 A. M. Bethiehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 30 A. M. and 8-10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870.

ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILKOAD. TIME TABLE. On and after MONDAY, July 18, 1870. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9°05, 10, 11, 12 A. M., 1, 2. 25, 85, 85, 4, 45, 5°05, 55, 6, 65, 7, 8, 9, 10°05, 11, 12 F. M. 12 F. M.
Leave Cermantown 6, 6 65, 7½, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P.M.
The 8 20 down train, and 2½, 3½, and 5½ up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2, 4 05, 7, and

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 . M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 3%, 6M. 7, 9, and 11 P. M. Leave Chesaut Hill 7'10, 8, 9'40, and 11'40 A. M.,

1-40, 5 40, 6-40, 6-40, 8 40, and 10-40 P. M.
ON SUNDAYS.
Leave Philaderphia at 952 A. M., 2 and P. M.
Leave Chesnut Hillat 7-50 A. M., 12-40, 5-40, and 9-25 P. M. Passebuers taking the 6.55, 9 A. M., and 6% P. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOUKEN AND NORRISTOWN.

Leave Phriadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4½, 6, 5½, 6½, 8 06, 19, and 11% P. M.
Leave Nerristown 5½, 625, 7, 7%, 8 50, and 11 A.
M., 1½, 8, 4½, 6½, 8, and 9½ P. M.
ON SUNDAYS. ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Norristowa 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNE.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½,

3, 5½, 5, 5½, 6%, 805, 10, and 11½ P. M.

Leave Manayurk 6, 6:55, 7½, 8 10, 9:20, and 11½

A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.

(N SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayuna 7% A. M., 1%, 6% and 9% P. M. PLY MOUTH KAILROAD.

PLYMOUTH KAILROAD.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Flymouth 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 905 A. M. and 6% P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on PORT DEPOSIT At 92 A. M., and 22 F. M., on arrival of trains from Baltimore.

OXFORD at 645 A. M., 10:55 A. M., and 5:30 P. M., CHADD'S FORD at 7:26 A. M., 12:00 M., 1:30 P. M., 4:45 P. M., and 6:49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, HENRY WOOD,

AUD FION SALER

M. THOMAS & SONS, NOS. 189 AND 141

Sale No. 418 Arch street.

OFFICE TABLES, DESKS, COUNTERS, FIR 2PROOF SAFE, SHELVING, ETC.
On Monday Morning,
August 9, at 10 o'clock, at No. 418 Arch street,
will be sold, the Fixtures of Store, comprising—
Office tables, desks, large lot of counters and
shelving, fire-1 roof safe, wheelbarrow, four-wheeled
truck, etc. May be examined on the morning of sa e at 8 o'clock.

THOMAS BIRCH & SON, AUCTIONERRS AND COMMISSION MERCHANTS, No. 1119 CHES-NUT Street; rear entrance No. 1107 Sansom street.

IMPORTANT SALE OF
SEVEN HANDSOME COTTAGES
AND 22 COTTAGE SITES,
AT CAPE MAY, N. J.
On Saturday Evening,
August 8, at 8 o'clock, at the Stockton Hotel, Cape
May City, will be sold, at public sale,
Seven handsome double two-story Cottages, with
Mansard roofs, containing from 9 to 13 rooms; built
of the best materials and workmanship, and located
most advantageously in relation to the sea-shore. most advantageously in relation to the sea-shore.

COTTAGE SITES.

At the same time will be sold 22 Lots of Ground

desirably located for cottages, on Grant street, Wood street, and Broadway.

For particulars apply to the auctioneer, No. 1110 Chesnut street, Filliadelphia.

Or R. B. Swain, Cape May, N. J. 727 9t

CONCERT HALL AUCTION ROOMS, No. 1919
CHESNUT Street.
T. A. MCOLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

niture at dwellings.
Public sales of furniture at the Auction Booms,
No. 1219 Chesnut street, every Monday and Thurs-Y. For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONERRS, Nos. 232 and 234 MABKET street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, On Tuesday Morning.
Aug. 9, at 10 o'clock, on four months' credit. 835t

FIRST FALL SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, August 11, at 10 o'clock, oa 4 months' credit, 8 4 6t OPENING FALL SALE OF CARPETINGS, OIL CLOTHS, ETC.

On Friday Morning,

August 12, at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, etc. 8 4 7t BY BARRITT & CO., AUCTIONEERS. CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra harge. 11 245

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

O S E P H P E N N E Y,
AUCTIONEER,
No. 1267 CHESNUT * TREET: [6 28 tf IN LOUISVILLE, KY

GEORGE W. ANDERSON & CO. STUGKE, THOMAS ANDERSON & CO. AUCTIONERRS AND COMMISSION MERCHANTS, LOUISVILLE, KY.
Business strictly Commission. All auction sales excluevely for cash.

Consignments solicited for anction or private sales.

Regular anction sales of boots, shoes, and hats evers hursday.
Regular auction sales of dry goods, clothing, carpete tions, etc., every Wednesday and Thursday. [5 19 cm.

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia.

MAIL TRAIN leaves Philadelphia 10-20 P. M.

"williamsport 800 A. M.

arrives at Erie 740 P. M.

ERIE EXPRESS leaves Philadelphia 10-50 A. M. Williamsport - 8:15 P. M.

arrives at Erie - 7:26 A. M.

ELMIRA MAIL leaves Philacelphia - 7:06 A. M. " Williamsport 6:00 P. M.
" arrives at Lock Haven 7:20 P. M.
BALD EAGLE MAIL leaves Williams. - 1.30 P. M. port - arrives at Look Haven - 2:46 P. M.

BASTWARD.

MAIL TRAIN icaves Eric - 8:50 A. M.

Williamsport - 9:25 P. M.

arrives at Palladelphia 6:20 A. M. BRIE EXPRESS seaves Erie - 900 P. M.

"Williamsport 8-15 A. M.

"Williamsport 8-15 A. M.

"Arrives at Philadelphia 9-30 P. M.

ELMIRA MAIL icaves Williamsport - 9-45 A. M.

"arrives at Philadelphia 9-50 P. M.

BUFFALO EXP. seaves Williamsport 12-25 A. M.

"Harrisburg - 5-25 A. M.

"arrives at Philadelphia 9-25 A. M.

BALD EACHLE MAIL seaves 1. Haven 11-35 A. M.

BALD BACLE MAIL leaves L. Haves 11 30 A. M. arr. Williamsp't 12 60 P. M. BALD EAGLE EX. leaves Lock Haven 9:35 P. M.
" arr. Willian sport 10:50 P. M.
Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at riving on with Oll Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

CAMDEN AND ATLANTIC RAILROAD, SHORTEST ROUTE TO THE SEA SHORE. THROUGH IN 1% HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will Returning leave Atlantic— 4'15 P. M.

For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M. For Atco and intermediate stations, 10:15 A. M.

Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M Atco, at 6:22 A. M. and 12:15, noon. ON SUNDAYS. Leave Vine Street Ferry at......800 A. street, will call for baggage and check to destina

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be restonsible for an amount exceeding one hundred
of llars, unless a special contract is made for the
some.

D. H. MUNDY,

6.28

WEST JERSEY RAILROADS. SUMMER ARRANGEMENTS. COMMENCING THURSDAY, JUNE 30, 1870. Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9:00 A. M., Mail and Express for Cape May. 11:45 A. M., Woodbury Accommodation.
3:15 P. M., Accommodation for Cape May, Millville. Vineland, and way stations below Glassboro.
3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4:00 P. M., Fast Express, for Cape May only.
5:45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7:15 A. M.; resurning, leaves Cape May at 5:10 P. M., Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets, good for four months

Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Camden daily at \$20 A. M., opping at all stations between Glassboro and ale May, and 12 o clock noon for Swedesboro Salem, and Bridgeton.

Freight received in Philadelphia at second expered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

816 WM. J. SEWall, Superintendent.

BEST AVAILABLE